

## INTRODUCTION/HOW TO USE THIS MANUAL

### INTRODUCTION

The 1980 Mercedes-Benz Electrical Troubleshooting Manual is divided into seven car groups:

240D  
300D/300CD/300TD  
300SD  
280E/280CE  
280SE  
450SL/450SLC  
450SEL

These groups are defined by index bars on the outside edge of each page. Each of the seven groups begins with page 100, and has its own index. Each group contains schematic diagrams of the circuits found on the car(s) covered in that group. Also within each group, starting with page 201, are component location charts and photographs. These give information to help you locate components on the vehicle.

### HOW TO USE THIS MANUAL

#### How to Read Schematic Diagrams

Electrical components which work together are shown together. Schematic drawings are arranged so that current flows from positive at the top of the page, to negative at the bottom. Fuses are shown at the top of the page. All wires, connectors, switches and motors are shown in the flow of current to ground at the bottom of the page. The "hot" labels appearing at the top of fuses or components show the IGNITION SWITCH positions which supply power to that point.

The terminal number "30" appearing on the IGNITION SWITCH and LIGHT SWITCH means that these terminals are always supplied with power. The terminal number "15" on the IGNITION SWITCH means that this terminal is supplied with power only when the IGNITION SWITCH is in the "Run" or "Start" positions.

#### Component and Wire Representation

All wiring between components is shown exactly as it exists on the vehicle. Wiring inside complicated components has been simplified to aid in understanding its electrical operation. Transistorized components are shown as plain boxes labeled "solid state." Switches and sensors are shown "at rest," as if the IGNITION SWITCH were off. Notes are included which describe how switches and other components work.

#### Circuits Which Share Power and/or Grounds

Each circuit is shown completely and independently on one schematic diagram. Other circuits which get their power from the same point, or which ground at the same point as the circuit you are looking at, are not shown. However, if other circuits actually share a wire or wires within the schematic diagram, they are partially represented.

#### Power Distribution and Ground Distribution Diagrams

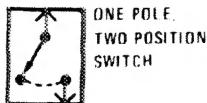
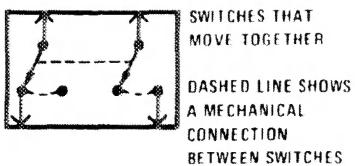
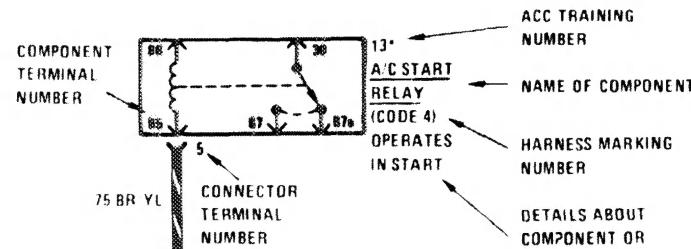
The Power Distribution diagrams show connections from the BATTERY and ALTERNATOR to the fuses, and to the IGNITION SWITCH and LIGHT SWITCH. This will tell you how each circuit gets its power, and what circuits share common fuses. Ground Distribution diagrams show how several circuits are connected to common grounds.

#### Component Identification

Component names are found underlined next to or above each component. The name is followed, in many cases, by some detail about the component or its operation. Below the component name, in parentheses, you may find a "code" number. This is the factory harness marking number. It is printed on tape wrapped around the branch of the wiring harness which feeds that component.

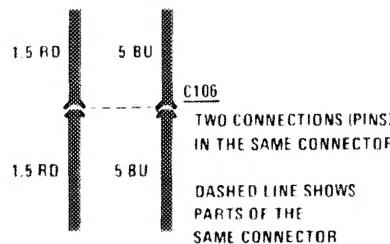
Some Automatic Climate Control components have a number with an asterisk above the component name. This is the ACC training number for that component.

## SYMBOLS

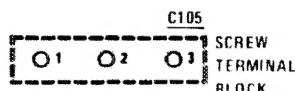
ONE POLE,  
TWO POSITION  
SWITCHSWITCHES THAT  
MOVE TOGETHER  
DASHED LINE SHOWS  
A MECHANICAL  
CONNECTION  
BETWEEN SWITCHES

ACC TRAINING NUMBER  
NAME OF COMPONENT  
OPERATES IN START  
HARNESS MARKING NUMBER  
DETAILS ABOUT  
COMPONENT OR  
OPERATION

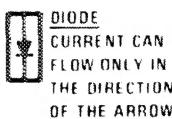
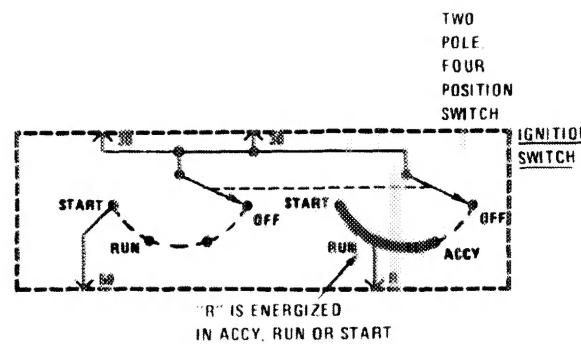
WIRE INSULATION	
COLOR	ABBREVIATIONS
BLACK	BK
BROWN	BR
RED	RD
YELLOW	YL
GREEN	GN
BLUE	BU
VIOLET	VI
GRAY	GY
WHITE	WT
PINK	PK



1.5 RD 5 BU  
C106  
TWO CONNECTIONS (PINS)  
IN THE SAME CONNECTOR  
1.5 RD 5 BU  
DASHED LINE SHOWS  
PARTS OF THE  
SAME CONNECTOR

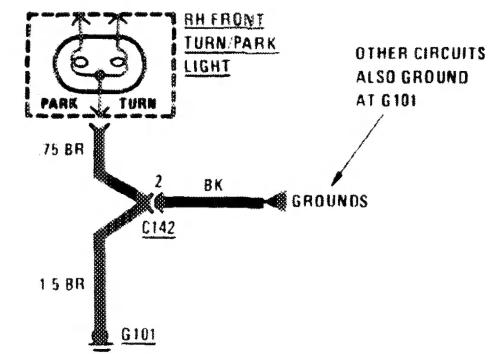
SCREW  
TERMINAL  
BLOCKTWO PARTS  
OF THE  
SAME  
COMPONENT

RELAY SHOWN WHEN COIL IS  
ENERGIZED. SWITCH  
IS PULLED CLOSED

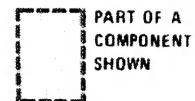
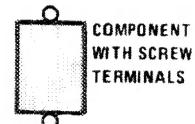
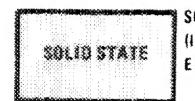
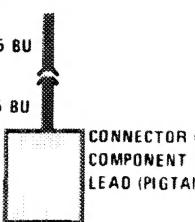
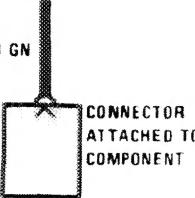
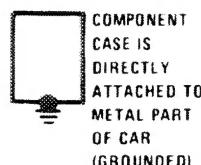
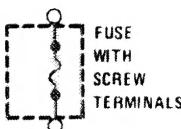
DIODE  
CURRENT CAN  
FLOW ONLY IN  
THE DIRECTION  
OF THE ARROW

"R" IS ENERGIZED  
IN ACCY, RUN OR START

WIRE SIZE CONVERSION CHART	
METRIC (CROSSECTONAL AREA IN MM <sup>2</sup> )	AWG (AMERICAN WIRE GAUGE)
.6	28
.75	18
1	16
1.5	14
2	14
2.5	12
4	10
6	8
8	6
16	4
20	4
25	2
32	2



## SYMBOLS

ENTIRE  
COMPONENT  
SHOWNPART OF A  
COMPONENT  
SHOWNCOMPONENT  
WITH SCREW  
TERMINALSSOLID STATE  
(INCLUDES ONLY  
ELECTRONIC PARTS)CONNECTOR ON  
COMPONENT  
LEAD (PIGTAIL)CONNECTOR  
ATTACHED TO  
COMPONENTCOMPONENT  
CASE IS  
DIRECTLY  
ATTACHED TO  
METAL PART  
OF CAR  
(GROUNDED)FUSE  
WITH  
SCREW  
TERMINALS

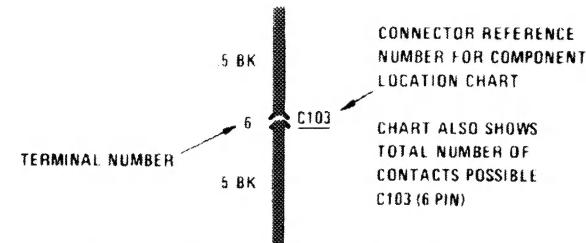
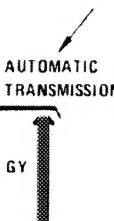
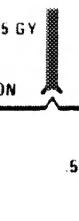
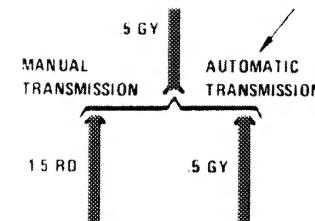
**HOT AT ALL TIMES** INDICATES THAT FUSE 4 IS ALWAYS SUPPLIED WITH POWER



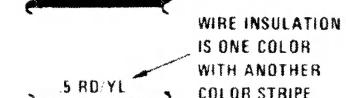
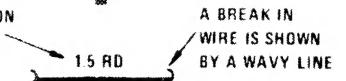
**HOT IN RUN OR START** INDICATES THAT FUSE 4 IS SUPPLIED WITH POWER WITH THE IGNITION SWITCH IN THE RUN OR START POSITIONS



WIRE CHOICES  
FOR OPTIONS  
ARE SHOWN  
AND LABELED

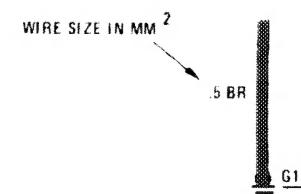


CONNECTOR REFERENCE  
NUMBER FOR COMPONENT  
LOCATION CHART  
TERMINAL NUMBER  
5 BK  
C103  
CHART ALSO SHOWS  
TOTAL NUMBER OF  
CONTACTS POSSIBLE  
C103 (6 PIN)

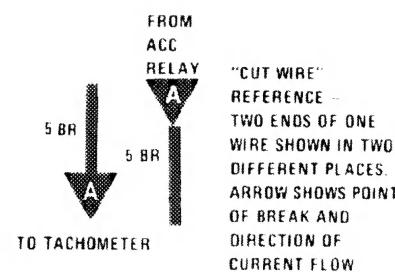


WIRE INSULATION  
IS ONE COLOR  
A BREAK IN  
WIRE IS SHOWN  
BY A WAVY LINE

WIRE INSULATION  
IS ONE COLOR  
WITH ANOTHER  
COLOR STRIPE  
(RED WITH YELLOW)



WIRE SIZE IN MM<sup>2</sup>  
.5 BR  
G103  
WIRE IS ATTACHED TO  
METAL PART OF CAR  
(GROUNDED)  
GROUND IS NUMBERED  
FOR REFERENCE ON  
COMPONENT LOCATION CHART  
OTHER CIRCUITS THAT SHARE  
A GROUND ARE SHOWN  
IN GROUND DISTRIBUTION



FROM  
ACC  
RELAY  
"CUT WIRE"  
REFERENCE –  
TWO ENDS OF ONE  
WIRE SHOWN IN TWO  
DIFFERENT PLACES.  
ARROW SHOWS POINT  
OF BREAK AND  
DIRECTION OF  
CURRENT FLOW

CIRCUIT REFERENCE –  
A WIRE WHICH CONNECTS  
TO ANOTHER CIRCUIT



5 BU  
LIGHTS TURN HAZARD STOP

## TROUBLESHOOTING

### TROUBLESHOOTING PROCEDURE

#### 1. VERIFY THE COMPLAINT

Operate the problem circuit in all modes to check the accuracy of the complaint. This may give a clue as to the extent, nature and location of the problem.

#### 2. CHECK THE FUSE AND RELATED CIRCUITS

Determine the extent of the problem by operating circuits which share the same fuse. If the other circuits work, the fuse is good. The cause must be within the wiring unique to the problem circuit.

#### 3. REFER TO THE E.T.M. AND ANALYZE THE CIRCUIT

Study the circuit schematic to learn how the circuit should operate. The schematic will tell you:

- Where the circuit receives current
- What circuit protection is involved
- What switches control current flow
- How the loads operate

Understanding the total circuit is necessary if you are to troubleshoot efficiently. Determine possible problem areas and testing locations. The Component Location table tells where components and ground points are located.

#### 4. SYSTEMATICALLY TEST THE CIRCUIT IN ORDER TO ISOLATE THE PROBLEM

As a general guideline:

- If the fault affects a single component of a circuit, start to test at that component.
- If the fault affects a number of components of a circuit, start to test at the point where the circuit gets its power.

#### 5. MAKE THE REPAIR

After you have narrowed the problem down to a specific cause, repair as necessary.

#### 6. VERIFY CIRCUIT OPERATION

First operate the repaired circuit in all modes to be sure you have fixed the entire problem. Next, operate all circuits which share the same fuse. Be sure that this does not cause the problem to reappear.

### TESTING TOOLS

Testing a circuit (step 4 of the 6-step TROUBLESHOOTING PROCEDURE) requires the use of a VOLTMETER and/or an OHMMETER.

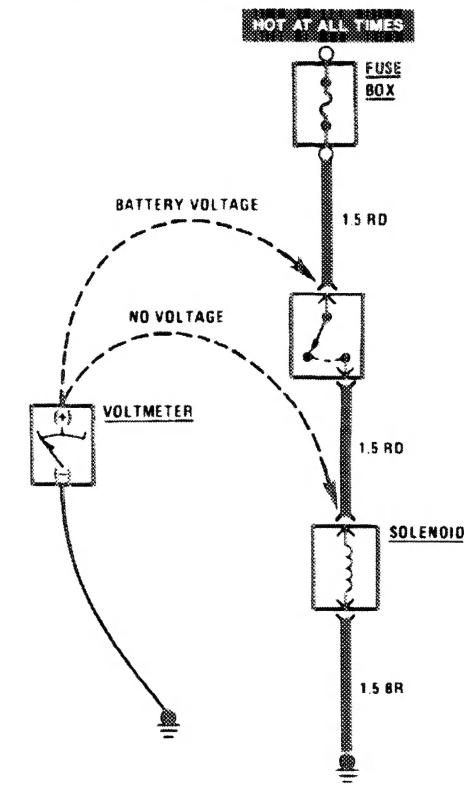
A VOLTMETER is used to measure voltage at various points within a circuit. If an analog VOLTMETER is used, it must have a resistance of at least 20,000 ohms per volt in the low range. Any digital VOLTMETER may be used.

Use of an OHMMETER should be limited to harness wiring, connections and switches. It should not be used on solid state components or relays. An OHMMETER measures a circuit for its resistance to current flow. Since an OHMMETER has an internal battery that provides current to the circuit under test, it is first necessary to disconnect the car battery. This will insure that there is no voltage already present in the circuit.

### TROUBLESHOOTING TESTS

#### Voltage Test

1. Connect the negative lead of the VOLTMETER to a known good ground or negative (-) battery terminal.
2. Connect the positive lead of the VOLTMETER to a point (connector or terminal) you wish to test.
3. If the meter registers, there is voltage present. This voltage should be within one volt of measured battery voltage. A loss of more than one volt indicates a problem. A loose connection is a likely cause. Take readings at several points along the circuit to isolate the problem.

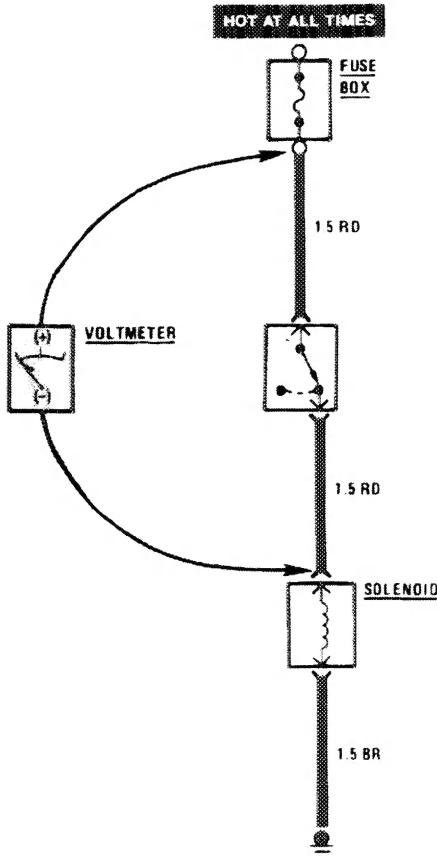


Voltage Test

## TROUBLESHOOTING

### Voltage Drop Test

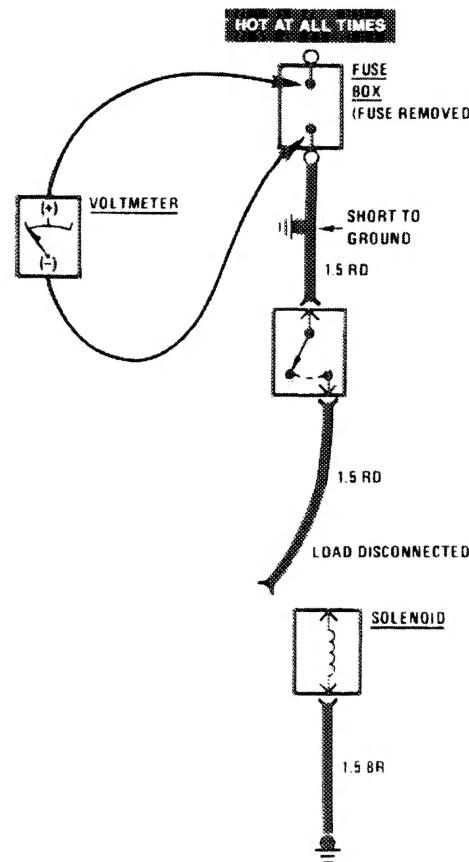
This test checks for voltage being lost along a wire, or through a connection or switch. Connect the positive lead of the VOLTMETER to the end of the wire, or to the side of the connection which is closest to the battery. Connect the negative lead to the other end of the wire, or the other side of the connection. When the circuit is operated, the VOLTMETER will show the difference in voltage between the two points. A difference (or drop) of more than one volt indicates a problem.



Voltage Drop Test

### Testing For Short to Ground With a Voltmeter

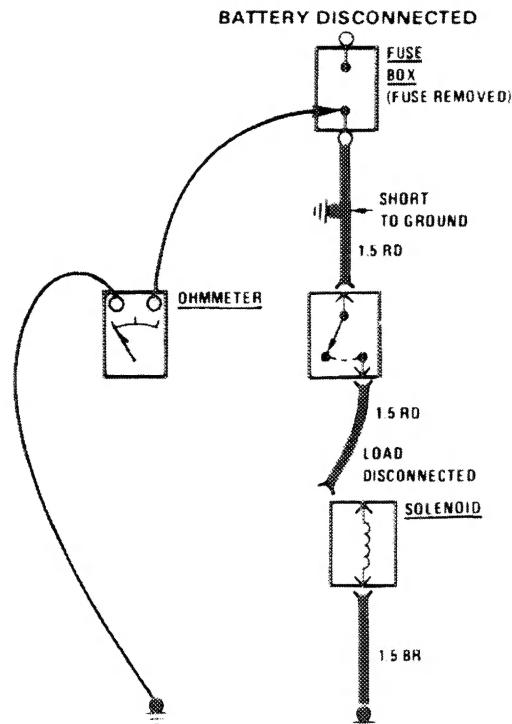
1. Remove the blown fuse and disconnect the load.
2. Connect the VOLTMETER across the fuse terminals.
3. Beginning near the fuse box, move the harness from side to side while watching the VOLTMETER.
4. If the meter registers, there is a short to ground in the wiring.



Testing for Short with Voltmeter

### Testing For Short to Ground With an Ohmmeter

1. Check OHMMETER by adjusting the needle to zero while holding the leads together.
2. Remove the blown fuse and disconnect the battery and load.
3. Connect one lead of the OHMMETER to the fuse terminal on the load side.
4. Connect the other lead to a known good ground.
5. Beginning near the fuse box, move the harness from side to side, while watching the OHMMETER.
6. If there is no short, the meter will show infinitely high resistance. If the meter registers low or no resistance, there is a short to ground in the wiring.

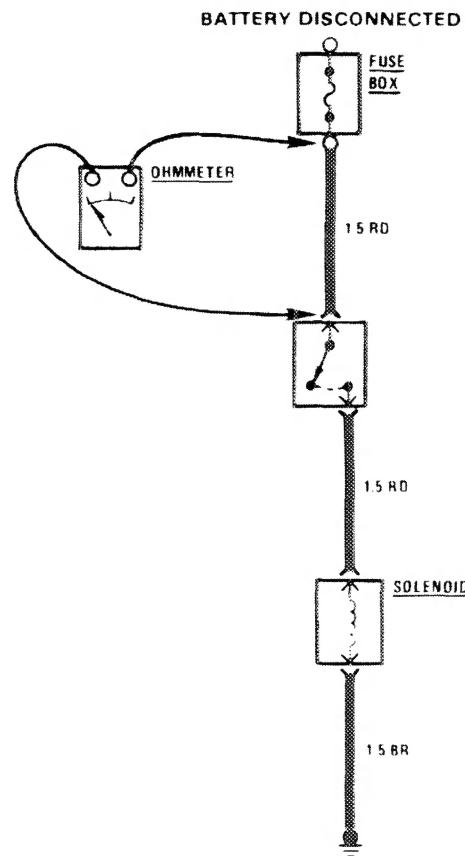


Testing for Short with Ohmmeter

## TROUBLESHOOTING

### Continuity Test

1. Check OHMMETER by adjusting the needle to zero while holding the leads together.
2. Disconnect the car battery.
3. Connect one lead of the OHMMETER to one end of the part of the circuit you wish to test.
4. Connect the other lead to the other end.
5. If the meter shows low or no resistance, there is continuity.



Continuity Test